

Message Text

CONFIDENTIAL

PAGE 01 USBERL 00215 211129Z
ACTION EUR-12

INFO OCT-01 ISO-00 ACDA-07 SAJ-01 IO-13 CIAE-00 DODE-00
PM-04 H-01 INR-07 L-03 NSAE-00 NSC-05 PA-01 PRS-01
SP-02 SS-15 USIA-06 TRSE-00 EB-07 COME-00 /086 W
-----211140Z 126339 /14

R 211035Z JAN 77
FM USMISSION USBERLIN
TO AMEMBASSY BONN
INFO SECSTATE WASHDC 3857
AMEMBASSY BERLIN UNN
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS
USMISSION USNATO
CINCUSAREUR

C O N F I D E N T I A L USBERLIN 0215

CINCUSAREUR FOR POLAD

E.O.11652: GDS
TAGS: PFOR WB GE GW
SUBJECT: TARIFF FOR ALLIED MILITARY TRAINS TO BERLIN: HISTORY

REF: A. BONN 649, B. 76 USBER 2524, C. BONN 935 D. BONN 1211

1. SUMMARY:
WE ALSO HAVE DONE RESEARCH AND LEARNED A
CONSIDERABLE AMOUNT ABOUT THE INTER-GERMAN RAIL PRACTICES
WHICH AFFECT ALLIED MILITARY TRAINS, MOST OF WHICH WAS
REPORTED BY FRG BONN GROUP REP. HIS INFORMATION ON
PRESENT FINANCIAL ARRANGEMENT BETWEEN THE BUNDESBahn
AND THE REICHSBAHN AND INDEPENDENT INFORMATION WE RECEIVED
THIS WEEK FROM USAREUR TRAIN EXPERT MAKE IT CLEAR THAT
GDR CONTINUES TO BEAR A PORTION OF THE OCCUPATION COSTS OF
ALLIED GARRISONS IN BERLIN. WE WILL PROVIDE OUR
CONFIDENTIAL

CONFIDENTIAL

PAGE 02 USBERL 00215 211129Z

VIEWS ON SUBSTANTIVE PROBLEMS CAUSED BY REICHSBAHN INITIATIVE
IN SEPTEL.
EDN SUMMARY.

2. WE ARE GRATEFUL FOR EMBASSIES' INITIATIVE IN SEEKING A
CLARIFICATION OF BUNSESBahn PROCEDURES.

3. NONE OF THE ALLIED MISSIONS HERE HAVE BEEN ABLE TO LOCATE A COPY OF DTPT/MISC (46) 99 (REVISED) (THE FOUR POWER CONTROL COUNCIL DOCUMENT THAT FIXED MILITARY TRAIN TARIFFS AT THE WARTIME WEHRMACH RATES WHICH HAVE NOT BEEN RAISED IN 31 YEARS). OUR HISTORIAN BELIEVES THIS DOCUMENT WAS PROBABLY NOT KEPT IN BERLIN BECAUSE IN THE EARLY FIFTIES THE AK ENGAGED IN AN EXTENSIVE CONSOLIDATION OF CONTROL COUNCIL PAPERS, SUMMARIZING THEM IN DOCUMENTS KNOWN AS BK/AHC'S. IT IS IN ONE SUCH DOCUMENT (ANNEX 2, "NOTE ON RAIL TRAFFIC...", BK/AHC (53) 42) THATWE FOUND THE REFERENCE TO DTPT/MISC (46) 99.

4. ALTHOUGH WE STLL LACK THIS EARLY DOCUMENT, WE HAVE FOUND THAT THE FOUR POWERS PROCEEDED FROM THE PRINCIPLE THAT THE EXPENSES OF THE OCCUPATION ACTIVITIES WHICH OCCURRED ONE THE TERRITORY OF ONE ZONE WOULD BE BORNE BY THE OCCUPATION BUDGET OF THAT ZONE. DURING THE YEARS IMMEDIATELY AFTER THE WAR WHEN THE CURRENCIES OF THE EASTERN AND WESTERN PARTS OF GERMANY WERE IDENTICAL, PROBLEM OF PAYMENT FOR ALLIED MILITARY AND INTERZONAL RAIL OPERATIONS DID NOT ARISE. MORE-OVER, THRE WAS A UNIFIED WORKING-LEVEL FOUR-POWER ADMINISTRATION OF ALL RAIL OPERATIONS WHOSE ACTIVITIES WERE FACILITATED BY THE EXISTENCE OF A SINGLE CURRENCY, DURING THE BLOCKADE, OF COURSE, THERE WERE NO RAIL MOVEMENTS. OPERATIONAL ARRANGEMENTS FOR THEIR RESUMPTION WERE MADE AT HELMSTEDT IN MAY 1949. THERE-CONFIDENTIAL

CONFIDENTIAL

PAGE 03 USBERL 00215 211129Z

AFTER, THE COUNCIL OF FOREIGN MINISTERS IN PARIS AGREED THAT THE LEADING GERMAN ECONOMIC BODIES OF THE EASTERN AND WESTERN ZONES SHOULD "FACILITATE THE ESTABLISHMENT OF CLOSER ECONOMIC TIES BETWEEN THE ZONES AND MORE EFFECTIVE IMPLEMENTATION OF TRADE AND OTHER ECONOMIC AGREEMENTS." THE ACTUAL CREATION OF AN INTERZONAL TRADE AGREEMENT TOOK TWO YEAR, BUT DID NOT RESOLVE ALL MATTERS PERTAINING TO TARIFFS.

5. THE 20 SEPTEMBER 1951 INTERZONAL TRADE (IZT) AGREEMENT -- OFTEN REFERRED TO AS THE " BERLIN AGREEMENT" -- PROVIDED FOR SETTLEMENT BETWEEN THE TWO RAIL ADMINI-STRATIONS OF COSTS INCURRED BY ALLIED RAIL FREIGHT MOVEMENT , AND A SECOND INTER-GERMAN RAILROAD AGREEMENT DIVIDED THE FREIGHT -- BUT NOT THE PASSENGER -- REVENUES FROM INTERZONAL RAIL SHIPMENTS, THE BUNDES-BAHN RECEIVING 60 PERCENT, THE REICHSBAHN 40 PERCENT. THEREAFTER, ACCOUNTS BETWEEN THE BUNDESBAHN AND REICHSBAHN WERE SETTLED THROUGH A SERVICES ACCOUNT ESTABLISHED

BY THE IZT AGREEMENT, THE RATE OF EXCHANGE BETWEEN THE TWO CURRENCIES BEING FIXED FOR THIS PURPOSE AT 1:1.

6. BY 1953 THE PRACTICE WAS WELL ESTABLISHED THAT THE ALLIES PAID THE BUNDESBahn ALL SUMS DUE FOR ALLIED PASSENGER TRAINS IN BOTH DIRECTIONS BETWEEN BERLIN AND HELMSTEDT; THE BUNDESBahn RETAINED ALL RECEIPTS FROM ALLIED PASSENGER TRAFFIC. AS SECURITY AGAINST A POSSIBLE CLAIM FROM THE REICHSbahn, THE ALLIES CONTINUED TO PAY THESE SUMS TO THE BUNDESBahn, TO WHOM IT WAS INTENDED TO REFER ANY CLAIM ARISING AS A RESULT. AS CONFIRMED BY FRG BONN GROUP REPRESENTATIVE (REF C). THE BUNDESBahn HAS CONTINUED TO RETAIN ALL PASSENGER RECEIPTS FROM THE ALLIES AND HAS NEVER CONCLUDED AN ARRANGEMENT FOR THE DISTRIBUTION OF INTERZONAL PASSENGER REVENUES.

7. WITH RESPECT TO BUNDESBahn RETENTION OF RECEIPTS
CONFIDENTIAL

CONFIDENTIAL

PAGE 04 USBERL 00215 211129Z

FROM ALLIED PASSENGER TRAFFIC, TWO QUADRIPARTITELY AGREED POLICIES HAVE, AT VARIOUS TIMES, BEEN ADDUCED IN EXPLANATION : (1) IN 1953 THE ALLIED KOMMANDATURA CITED CORC/P (46), CORC/P (47) 33 DECISION 365, AND CORC/M (48) 3 CONCLUSION 18 TO THE EFFECT THAT, "...THE EXPENSES OF ONE OCCUPATION FORCE IN ANTOEHR ZONE SHOULD BE FINANCED BY THE OCCUPATION BUDGET OF THE ZONE IN WHICH THE EXPENDITURE WAS INCURRED..."; (2) IN 1960 THE KOMMANDATURA ATTRIBUTED THE BUNDESBahn'S RETENTION OF ALLIED PAYMENTS FOR RAIL PASSENGER SERVICE TO A DECISION OF THE QUADRIPARTITE TRANSPORTATION DIRECTORATE, DPTP/P (46) 283 APPROVED BY DTPT/MISC (46) 355, WHICH HELD THAT "...THE REVENUES FROM PASSENGER INTERZONAL TRAFFIC REMAIN WHOLLY IN THOSE ZONES WHERE THE REVENUE WAS COLLECTED." PAYMENT FOR ALLIED PASSENGER TRAINS WAS MADE TO THE BUNDESBahn IN THE FRG.

8. COMMENT: AS FRG HAS CONFIRMED THAT BUNDESBahn CONTINUES TO RETAIN PASSENGER REVENUES, IT IS CLEAR THAT THE COSTS OF ALLIED PASSENGER TRAIN TRAVEL CONTINUE TO BE BORNE BY THE GDR.

9. WE ARE ADDRESSING SUBSTANTIVE POINTS REF C IN SEPTTEL.

10. USCOB CONCURS.
DAVIS

CONFIDENTIAL

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: REPORTS, BERLIN ACCESS, STUDIES, TARIFFS, RAILROADS
Control Number: n/a
Copy: SINGLE
Sent Date: 21-Jan-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977USBERL00215
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: GS
Errors: N/A
Expiration:
Film Number: D770022-1104
Format: TEL
From: USBERLIN
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770128/aaaaayhl.tel
Line Count: 166
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 8ac6b7d2-c288-dd11-92da-001cc4696bcc
Office: ACTION EUR
Original Classification: CONFIDENTIAL
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 4
Previous Channel Indicators: n/a
Previous Classification: CONFIDENTIAL
Previous Handling Restrictions: n/a
Reference: 77 BONN 649, 76 USBERLIN 2524, 77 BONN 935
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 02-Feb-2005 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3531360
Secure: OPEN
Status: NATIVE
Subject: TARIFF FOR ALLIED MILITARY TRAINS TO BERLIN: HISTORY
TAGS: PFOR, WB, GC, GE
To: BONN
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/8ac6b7d2-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009